

# Motion 10.1 Update

## FY21 Operations Recovery Plan



# Criteria for Adding Service

	Target	Status
Passenger Load	<ul style="list-style-type: none"> <li>98% of weekly trips should not exceed an average of 75% of seated capacity.</li> </ul>	<ul style="list-style-type: none"> <li>Weekdays: average 1.2% or 135 trips (range 1.2% to 1.3%) so on average meets the target</li> <li>Saturdays: average 2.9% or 190 trips (range 1.8% to 4.0%)</li> <li>Sundays: average 1.2% or 79 trips (range 0.5% to 1.9%)</li> </ul>
Health Directives	<ul style="list-style-type: none"> <li>Schools open for in-person sessions with more transit demand than current capacity can accommodate.</li> <li>Prioritize Tier 1 and 2 lines in areas showing emerging markets.</li> </ul>	<ul style="list-style-type: none"> <li>Increase in COVID-19 transmission rates have resulted in stricter safer at home orders</li> <li>Bus ridership steadily declining from 453,217 to 414,544 from beginning to end of December 2020.</li> </ul>
Resources	<ul style="list-style-type: none"> <li>Sales taxes grow faster than forecasted and can support FY22 budget assumptions.</li> <li>Maintain operator staffing levels at 1.25 operator to assignment ratio (OAR) prior to adding additional service beyond F21 budget.</li> </ul>	<ul style="list-style-type: none"> <li>Financial resources are proposed in mid-year budget to support continued NextGen capital improvements</li> <li>COVID-19 related absenteeism increasing among operators resulting in up to 10% cancelled bus service during first week of January 2021</li> </ul>
Performance	<ul style="list-style-type: none"> <li>Maintain current COVID-19 performance of 30 boardings/Revenue Service Hour (BRSH)</li> </ul>	<ul style="list-style-type: none"> <li>BRSH has declined to 25 since December 2020 service change</li> </ul>